

May 16

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## BOSTON HAS 5000 POUNDS

**Tame Ending for a Week of  
Light Receipts at New  
Fish Pier.**

Fish receipts at the new fish pier this morning were hardly enough to talk about, one sloop landing less than 1000 pounds. Yesterday afternoon, the Laura Enos brought in 4000 pounds, the only arrivals after the morning's list.

Wholesale quotations were \$3.50 a hundred for haddock, \$3 for large and \$2 for market cod, \$1.50 to \$3 for hake, \$1.75 for pollock and \$1.50 for cusk.

### Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Minnie, 300 cod, 600 pollock.  
Sch. Laura Enos, 4000 cod.  
Haddock, \$3.50 per cwt.; large cod, \$3; market cod, \$2; hake, \$1.50 to \$3; pollock, \$1.75; cusk, \$1.50.

### Portland Fishing News.

A large fleet of vessels, both steam and sail, will start out from this port in search of herring as soon as they show up, they being unusually late this spring in putting in an appearance. Quite large bodies of sardine herring have been seen this week off Clapboard Island, Falmouth Foreside, but as the fish were too small for canning they were not disturbed; they will not be long, however, in reaching the desired size, and it is expected by another month there will be something doing in that line in Casco Bay. A few fish are also being taken this week in the Sheepscott river. Advices received from the eastward are to the effect that about 100 hogsheds of sardine herring are being landed daily at the canning factories at Eastport and Lubec, not one-quarter the amount usually brought in when the herring are plenty. The fish are of fine quality, and the fishermen are receiving hitherto unheard of prices, from \$22 to \$27 per hogshed. About 15 of the factories at the places above mentioned are in operation in a small way, the receipts not being large enough to warrant the opening of the other canneries. The packing season is now one month old and nothing has been practically been accomplished, but the operators at the eastward, as well as the local parties who are interested are confident that the season as a whole will prove to be a profitable one.

The beam trawler Breaker arrived in port Thursday with a fare of about 100,000 pounds of fish for the Burnham & Morrill factory. It is expected she will be the last one of the fleet to stop here for several weeks, and for the present they will land their fares at Boston, resuming their trips here later in the season.

## LARGE FLEET AT NEWFOUNDLAND

**Island Colony to Prosecute  
Fishery This Season on a  
Larger Scale Than Ever.**

From all we can learn, the fishermen are determined to prosecute the fishery on a more extensive scale than for many years past, the St. John's, N. F., Trade Review says. This is as it should be. With the good prices received for our staple in these days, there is great inducement for our people to follow up their noble avocation. It is not now, as was the case about 20 years ago, when the fishermen were compelled to accept any price offered them. We remember about 25 years ago, a man being compelled to sell six hundred quintals of Labrador fish at one dollar and fifty cents per quintal. The same quality of fish well-cured and dried would fetch five dollars at the present day. The Labrador fisherman as well as the shore fishermen, can now conduct fishing operations far more economically and expeditiously than they could 20 or 25 years ago, when they had to depend upon mail communication about every three weeks, and utilize the chartered vessels in getting down their extra supplies from their merchants.

Today, with the wireless communication and the three splendid steamships running in connection with the Labrador service, little delay is experienced in getting their necessary supplies rushed to the coast to meet all emergencies. The high price of fish and the great demand for a good article in these days are great inducements for our people to prosecute the fishery as it should be prosecuted, and no honest or industrious planter or fisherman need fear but he will secure all the necessary supplies. The merchants require the fish to fill their contracts in foreign markets, and the fishermen require employment and good prices, and all that is necessary is for supplier and supplied to work harmoniously together, and then everything will go ahead successfully, and our country and her people becomes more successful as time rolls on.

After all, the interests of the supplier and supplied are identical, and one cannot make a success out of our greatest industry without the assistance of the other. For the past six or eight years fair prices have been realized, both by the fishermen at home and the merchants in foreign markets. In fact, seldom have better prices been given for the suitably cured and dried article, although there had been an exception in 1814, when the price of fish reached the top-notch of two pounds per quintal. But this was a really exceptional year, and the high prices may be attributed to the Napoleonic wars, and the lack of supplies in Spain and Portugal.

But to turn out a first-class article, our people should see that the pickled fish should be a thing of the past, as flavour and general appearance are not up to the standard, and do not

please the palates of our friends in sunny Spain, Portugal, Italy, etc., who, in these days, know a good thing when they see it. Our fishermen have the destiny of our country in their own hands to a great extent, and for the benefit of all concerned, let them see to it, that nothing but a first-class article will be shipped to the foreign markets during the coming summer. Better to hold over their cargoes for a month than ship an inferior article, and thus jeopardize the success of our great industry and play into the hands of our rivals the Norwegians.

## NEW T WHARF AS RIVAL OF NEW FISH PIER

The new \$3,000,000 fish pier in South Boston is to have opposition, and there is a great deal of anxiety and heartburning among the wholesale fish dealers who have plunged heavily in the new market. The opposition market will be located at T Wharf, where for thirty years the fish business of the port was carried on exclusively.

The backers of the new project are all well known in the fish trade and have formed a corporation with a capital of \$30,000 to lease and repair the old T Wharf and sub-let stores thereon. The incorporators are Thomas McManus, the best known designer of fishing vessels in New England; Francis C. Welch, wharf trustee; Elias A. Malone and Sylvester Whalen, vessel owners and outfitters; Arthur E. Rowe, a prominent Gloucester fish dealer; Jay O. Richards of Lexington, L. Holbrook Tourtellotte of Marlboro and G. Rio of Boston. The name of the corporation is the T Wharf Supply and Rental Company.

Already the new concern has made a beginning in repairing the old stores on the wharf and improving the sanitary conditions, which have been very bad for years. One store is already occupied by the T Wharf Fish Company, a branch of one of the houses at the new pier, and has been doing business for some time. A detached building at the upper end of the wharf has been fitted up as a market for the shore fishermen, for the most part Sicilians, of the famous motor dory fleet.

The men back of the new project say that it will succeed because of the lower cost of doing business at T wharf, because masters of fishing vessels find the new dock too exposed in any kind of a big wind, and the convenient situation of the old wharf.

The dealers who left the old wharf and invested heavily in the new, believing that there would be no other market and that all the dealers would be on the same business footing, are greatly disturbed over the new turn of affairs. They realize that the new crowd will be under very much less overhead expense and will be in a fair way to make it lively for them.

From Boston  
American May 16

### Norwegian Fishery.

The latest figures from Norway give sixty-three and a quarter million last year while the corresponding date last year the catch was roundly fifty million fish. While this year's figures are very large, it will be noticed by those who have followed the record from the early part of the season that the catch has not been, by any means as large, relatively the last few weeks as in the early days, and the total may not round out to be any greater than it was last year after all. We note that some of the early caught Norwegian fish is already finding its way into the markets of Europe.—St. John's Trade Review.

## May 18. PORTLAND FLEET AFTER HERRING

Practically the entire fleet which will engage in herring fishing this season is now out in its first attempt to bring into port fares of the small fish. It is estimated that between 25 and 30 schooners and steamers will engage in the fishing this year, and the local fishing men are looking for a good year, even though the fish were late in running. The steamers which have been engaged in the gill netting business up to this week have given up that line of fishing and some have fitted up for the herring trade. The Elthier left Friday on her first trip out of port since she departed from the gill netting fleet. One catch has been reported off Port Clyde, amounting to about 40 barrels, but the name of the craft was not made known.

Only two fish arrivals arrived Friday, the sch. Hattie and Eliza, having about 10,000 pounds, while the gill netter Nashawena brought in the small fare of about 4000 pounds. The Nashawena is about the only gill netting steamer in the business at the present time, the majority of them leaving this trade for sardine fishing or after pollock.

## SOME HERRING AT MAGDALENS

Souris, May 14—North and east coast clear of ice, herring scarce.  
Queensport, May 14—Herring scarce today, no ice.

Amherst Harbor, May 14—Herring at Amherst, Etang du Nord, Grindstone and House Harbor, some at Grandentry, also very few vessels in.

Queensport, May 15—Herring scarce today, no ice.

Amherst Harbor, May 15—Herring at Amherst, scarce at Grindstone, some at Etang du Nord, some at House Harbor, nor at Grandentry, very few vessels baiting.

Souris, May 15.—North and east coast free of ice, herring scarce.

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# OLLOCKERS STRIKE FISH

vo of the Smoke Boat Fleet  
Got Herring Off Here  
Last Night.

The fleet of pollock seiners struck fish yesterday and this morning and several of the gasoliners led their fares at the Fort. Two the "smoke" boats also took some herring off here last evening, which also took out at the Fort. Less than 7000 pounds were landed the gill netters over Saturday and today, which with sch. Mary E. Sennett and the Italian boats constituted the fresh fish receipts. A large number of the southern fishing fleet are at home to fit for the Cape Shore.

## Today's Arrivals and Receipts.

The arrivals and receipts in detail are:  
Sch. Rob Roy, seining, 800 fresh herring.  
Sch. Mary E. Sennett, shore, 9500 lbs. fish (went to Boston).  
Str. Alice, seining, 12,000 lbs. fresh cod.  
Str. Margaret L., seining, 7000 lbs. fish pollock.  
Str. Beatrice E., seining, 7000 lbs. fish pollock.  
Str. Advance, seining, 15,000 lbs. fish pollock.  
Str. Bryda F., seining, 30 bbls. fresh herring.  
Str. Independence, seining, 25 bbls. fish herring.  
Str. Medomak, gill netting, 2000 lbs. fish.  
Str. Dolphin, gill netting, 700 lbs. fish.  
Sch. Monarch, south, seining.  
Sch. Saladin, south, seining.  
Sch. Marguerite Haskins, south, seining.  
Sch. Victor, south seining.  
Sch. Constellation, south, seining.  
Str. Thelma, south, seining.

## Vessels Sailed.

Sch. Elva L. Spurling, haddocking.  
Sch. Gossip, shacking.  
Sch. Harriet, shacking.  
Sch. Emily Sears, haddocking.  
Sch. Monarch, Cape Shore seining.  
Sch. Morning Star, halibuting.  
Sch. Olga, cod trapping, Labrador.  
Sch. Joanna, mackerel netting.  
Sch. Mary E. Sennett, Boston.

## TODAY'S FISH MARKET.

### Salt Fish.

Handline Georges codfish, large, per cwt.; medium, \$4; snappers, \$3.  
Eastern halibut codfish, large, \$5; medium, \$4.50.  
Georges halibut, codfish, large, \$5.50; medium, \$4.50.  
Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.  
Haddock, \$2.00.  
Hake, \$1.15.  
Pollock, \$1.75.

### Fresh Fish.

Splitting prices:  
Haddock, \$1.10 per cwt.  
Cod, large, \$2.25; medium, \$1.85; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than above.  
Hake, \$1.25.  
Cusk, large, \$1.75 medium, \$1.25; snappers, 50c.  
Pollock, 90c.  
Fresh halibut, 11½c lb. for white, and 9½c lb. for gray.  
Large shore herring, \$3 per bbl.

# LONG ISLAND HAS GOOD FARE

New York Porgy Boat Steam  
Trawler Has Been Doing  
Well at New Venture.

Fresh fish at the new fish pier this morning was in good supply, including one mackerel trip and 16 fresh fish fares arriving since Saturday. The beam trawler Long Island, formerly a porgy steamer, was in with her fourth trip, hailing for 72,000 pounds, while the beam trawler Wave had a 53,000 pound fare. Sch. Robert and Arthur had 62,000 pounds and the new down east sch. Elenor, which made her initial appearance at the pier, 62,000 pounds.

Wholesale quotations were \$2 to \$3 a hundred for haddock, \$2.50 to \$3 for large and \$1.75 for market cod, \$1 to \$2.50 for hake and \$1.75 for pollock.

## Boston Arrivals and Receipts.

The arrivals and receipts in detail are:  
Sch. Arthur James, 3000 large, 1000 medium fresh mackerel.  
Str. Wave, 52,000 haddock, 1000 cod.  
Sch. Mary C. Santos, 22,000 haddock, 13,000 cod.  
Sch. Progress, 11,000 haddock, 21,000 cod.  
Sch. Natalie Nelson, 30,000 haddock, 3500 cod.  
Sch. Buema, 10,000 haddock, 18,000 cod.  
Sch. Genesta, 7000 haddock, 3000 cod.  
Sch. Mary Edith, 3500 haddock, 2500 cod.  
Sch. Edith Silveria, 9000 haddock, 3500 cod, 2000 pollock.  
Sch. Eleanor, 7000 cod, 52,000 hake, 3000 cusk.  
Sch. Elizabeth W. Nunan, 3500 cod, 30,000 hake, 9000 cusk.  
Sch. Mary E. Sennett, 500 haddock, 7000 cod, 2000 hake.  
Sch. Esther Gray, 20,000 cod.  
Str. Long Island, 70,000 haddock, 2000 cod.  
Sch. W. H. Moody, 12,000 cod, 1500 pollock.  
Sch. Laura Enos, 7000 cod.  
Sch. Robert and Arthur, 5000 haddock, 20,000 cod, 27,000 hake, 10,000 cusk, 300 halibut.

Haddock, \$2 to \$3 per cwt.; large cod, \$2.50 to \$3 per cwt.; market cod, \$1.75; hake, \$1 to \$2.50; pollock, \$1.75; fresh mackerel, 11 cts. per lb.

## Fishing Fleet Movements.

Sch. Mary P. Goulart was at Liverpool, N. S., Thursday and cleared for fishing.

# SIGHT MACKEREL ON CAPE SHORE

Steamer Boston at Yarmouth Reports  
Schools 10 Miles Off Yesterday—Fresh  
Fares Here and Boston From South  
Sell by the Pound.

The advance guard of the southern seining fleet which will go to the Cape Shore has arrived home from the south to fit, among them being sch. Rob Roy, Capt. Lemuel Firth, which brought 800 large and medium fresh mackerel taken off Barnegat lightship Friday. This is the first fresh mackerel fare to be landed here this season. At Boston today is sch. Arthur James, Capt. Archie Devine who has 3000 large and 1000 medium fish, which is also the first seining fare this season.

Saturday afternoon, three seiners were at Newport. They were schs. Veda McKown, Capt. Lewis Carritt with 1200 fresh mackerel; Mary E. Hart, Capt. Ambrose Fleet, 800 fresh mackerel. Sch. Marguerite Haskins, Capt. Reuben Cameron was also there with no fish. The Haskins has since arrived here. She is probably high line of the southern fleet thus far.

## Sold by the Pound.

At Boston this morning, fresh mackerel sold at 11 cents a pound, Capt. Devine of the Arthur James receiving that figure right through for his trip.

The fare of sch. Rob Roy sold to A. Cooney & Company at the Fort for the same figure.

The fleet which have arrived home are schs. Monarch, Capt. Seavy; Saladin, Capt. John Matheson; Marguerite Haskins, Capt. Reuben Cameron; Rob Roy, Capt. Lemuel Firth; Victor, Capt. John F. Vautier; Constellation, Capt. Charles Maguire.

The appearance of the Saladin is the first here since last fall, when she left for the south to engage in blue-fishing. Not finding this branch of the fishery very profitable, Capt. Matheson turned his attention to red snappering and made several trips in the gulf and did fairly well. When it came time for the south mackerel season he sailed up the coast, having taken his seine along with him. The

Saladin is among the high liners having taken three trips, two of which were among the largest caught out south this season.

## Mackerel Big As Pollock.

Skippers report the large fish as being some of the largest ever seen. In fact on one set which the Saladin made they resembled more the size of pollock. The fish showed up well for several days and then left again, only a few catches having been made during the past two weeks.

## What Will the Cape Shore Bring?

All eyes are now turned to the Cape Shore, where the season starts about May 23. The first news of fish being seen came in the way of a dispatch to the Boston Fish Bureau this morning from Yarmouth, stating that the Yarmouth line steamer Boston had sighted large schools of fish yesterday eight to 10 miles off the Nova Scotia coast.

The extreme bad weather and ice conditions is given as the reason by the fishermen for the non-appearance of mackerel on the Cape Shore. Generally the traps get a few fish by this time, the first shipments arriving in Boston last year on May 15. However there is plenty of opportunity for a good season and with proper weather, the fleet may be heard from with some good catches.

The southern crafts home will fit for the Cape Shore today and will get away as soon as possible to be on the grounds.

## Netters at New York.

At New York this morning are the following netting arrivals:

Hester, 140 fresh mackerel.  
Wood and Mack, 900 fresh mackerel.  
Earl and Nettie, 1200 fresh mackerel.

Freedom, 500 fresh mackerel.

## Landed Biggest Trip Out South.

Shortly after 8 o'clock this morning steamer Thelma, Capt. Elroy Prior, returned from the south. The Thelma landed the largest single trip brought in at Fulton market this spring, counting out 43,000 fish. Capt. Prior will now fit for the Cape Shore.

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# PLAN TO BRING T WHARF TO LIFE

**Supply and Rental Co. Incorporated to  
Deal With and Manage Ships—Stores  
In Long Building Have Been  
Thoroughly Renovated.**

Within a short time T wharf will again become a fish market, to be operated in opposition probably to that conducted by dealers who recently removed to the \$3,000,000 pier in South Boston. Work of rejuvenating the historic wharf has been in progress during the last few weeks, and it is expected that before the summer season is fairly developed it will be the scene of renewed activities.

Last week the T wharf Supply & Rental Co. was incorporated "to deal with and manage ships." The company is capitalized for \$30,000, and its membership includes Thomas McManus, the boat designer; Francis C. Welch, trustee of wharf property; Graciano Rio of Boston, Elias A. Malone of Winthrop, Sylvester Whalen of Brookline, Jay O. Richards of Lexington, L. Holbrook Tourtellotte of Marlboro and Arthur E. Rowe of this city.

## T Wharf Fixed Up.

Since the evacuation of T wharf by fish dealers workmen have been busy preparing the deserted stores for new occupants. New floors have been laid and various other improvements have been made. Drainage and sewerage systems have been corrected to comply with desirable standards of sanitation, so that hereafter the docks on either side of the wharf will not be dumping grounds for refuse, as in the past. Odoriferous accumulations under buildings at the head of the docks and beneath the wharf itself are being removed by a hydraulic process, while the docks for their full length are being cleared and deepened by dredgers so that receding tides will no longer leave exposed smelly black mud.

Since moving to the new pier some of the fish dealers have not it is said, found everything to their liking, despite the acknowledged superiority of the new quarters over the old on T wharf. Fishermen, too, have expressed dissatisfaction, particularly because of danger to their schooners at the pier when easterly winds prevail. The east side of the pier is exposed and on occasions it has been necessary to move vessels from that side to save them from damage by bumping against the pier under influence of wind and waves. T wharf, on the other hand, always furnished snug shelter for fishing vessels, and since the new pier has been in operation there

has not been a day when several schooners could not be found tied up at the old wooden pier extending from Atlantic avenue, their skippers preferring to lay there.

## Expect to Let All the Stores.

Prospects at present are bright for the occupancy of practically all of the stores on the wharf, and preparations that are being made suggest that tenants will for the most part be fish dealers. It has been reported that some of the stores would be leased by men at present employed by dealers on the South Boston pier, who have been able to secure financial backing sufficient to enable them to embark in business for themselves. One of the largest stores, standing by itself on the southerly side and near the head of the wharf, will be used by Italian motor dory fishermen. Its ground floor has been arranged so that it will be about equally divided for the conduct of wholesale and retail business. One man, it is understood, has leased this building and it is reported that privileges of occupancy will be granted to fishermen at a certain rate per boat.

Men interested in the re-establishment of the fish business at T wharf are confident that the venture will be successful, although recognizing that competition with the market on the South Boston shore of the harbor may present disastrous obstacles. It is said that if the dealers who purpose to do business at T wharf can at all times get fish to supply customers they will have no serious difficulty, for they will be under smaller expense than dealers at the other pier. Storekeepers doing business in Atlantic avenue who had contemplated moving in order to be nearer the South Boston pier are proceeding cautiously, in anticipation of the resumption of business at T wharf.

## Some Here are Pleased.

Some of the owners and skippers of vessels here who land at the new pier are not concealing their dissatisfactions and many of them claim they would much prefer to market at the old stand, in spite of the new and up-to-date facilities at South Boston. Ask most any fisherman how he feels about it, and he will say "T wharf for his, every time."

One well known gentleman, who did not wish his name to be used in discussing the matter this morning, said it looked very much as if there

would be two Boston markets. The T wharf Supply and Rental Company, intended to do business and was feeling its way along to see how the fishermen took to the proposition.

Arthur E. Rowe, one of the directors of the new company in an interview this forenoon with a Times representative said that the concern was incorporated as a rental company. He admitted that there was much dissatisfaction among the Gloucester fishermen, and that several were ready to go back to T wharf, where it was proposed to establish an open market.

Mr. Rowe, in further conversation, said all the details had not been perfected. The wharf property, he says, will be put in first class shape, and a little later on, the concern would have something of further interest to give out.

## Yarmouth Fleet Doing Well.

Wednesday was another good day in fish circles at Yarmouth. The Digby schooner Dorothy G. Snow sold a good fare of halibut to the Consumers' Fish Company. The Yarmouth schooners Nathalie and Eddie James arrived, the former with 3,000 pounds of halibut and 5000 pounds of shuck, and the latter with 2,000 pounds of halibut and 5,000 pounds of shuck. Both fares were sold to Henry A. Amiraunt, who also purchased a number of small boat fares, totalling about 15,000 pounds of cod and shuck.

## Report Big Fleet Caught in Straits.

According to a Halifax despatch in the Boston papers yesterday, 100 fishing crafts, bound north for bait, were reported Saturday to be caught fast in the drift ice in the Strait of Canso, while on their way through to the Gulf of St. Lawrence. In response to an appeal for assistance to the Canadian government the steamer Minto was despatched to the scene. Many of the schooners were believed to be in danger of being crushed in the heavy floes.

While the ice conditions have greatly hindered the fleet, it is believed here generally that the straits have sufficiently cleared by this time, for already a number of vessels have reached the Madelens and baited, and sailed for Cape North. Those who are better acquainted with conditions, are inclined to believe that the despatches have reference to conditions a week ago rather than the present time.

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## Sealing Schooner Ida M. Clarke Is Successful.

The Halifax sealing schooner Ida M. Clarke has had a most successful trip. She is the only sealing schooner out of Halifax this year. The schooner has made two trips to the sealing grounds. On the first she got 800 seals, and on the second 859 seals. George A. Wooten, Wednesday received a cable from Captain Matthew Ryan, reporting the result of the second trip. She left Montevideo for Halifax yesterday.

# SPRING SET-BACK WILL BE FELT

Speaking of the salt fish market, the Fishing Gazette says:

Conditions in the salt fish trade are practically at a standstill. The main topic of discussion is the continued report of unusual conditions due to the prolonged cold weather and ice blockade in the Straits of Canso and Gulf of St. Lawrence. Even this situation is relieved in the few days, it will have delayed baiting and spring fishing very materially, so that the outlook for usual spring production at this time is discouraging. The demand, as at the present time is very light. This shortage is bound to be felt on when the consuming markets want their average supply again. One of the most remarkable features of the market at present, and for some time past, is that it is practically impossible to sell at any price the Nova Scotia mackerel. Every dealer in town has some to dispose of, but there is absolutely no demand for them at any price, and this condition has existed for some time.

For the first time in many years the history of the trade, writes a Halifax correspondent, there are no priced herrings remaining in the fish market. Everything salable has been cleaned out, and while there still a few barrels of better grade these also were both scarce and priced. The stock of dry fish at the lowest point it has been in many years. Probably a thousand quintals would clean up all the Halifax fish holdings from Point Pleasant to Richmond. A few scattering new dry fish have been received from the shore, but only enough to despatch there had been fish this season.

# STRUCK THE ICE AND CAME BACK

A Hawkesbury dispatch of the 18th says that over 100 fishing crafts had been in harbor the past 10 days, sailing north in the morning but with ice and came back.

## Morning Star Hails from Halifax.

Sch. Morning Star has been sent out for another halibut trip after having out her shack in this port. Morning Star is not a British vessel, as some suppose, but halibut Gloucester, the sole owner, Capt. Lovitt Hines, who bought the vessel after she went ashore.

## Fitting for Seining.

Capt. John Shea is fitting Mary T. Fallon for a Cape Cod seine trip.

Capt. Thompson is fitting Elyn M. Thompson for a similar trip. Str. Mascot is fitted for seining.